OHIO PUBLIC WORKS COMMISSION
77 South High Street, Room 1629
Columbus, Ohio 43266-0303
(614) 466-0880

CBA01

APPLICATION FOR FINANCIAL ASSISTANCE

NOTE: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME: City of Deer Park
STREET: 4250 Matson Avenue
CITY/ZIP: Deer Park, Ohio 45236

PROJECT NAME: Reconstruction of Hegner Avenue
PROJECT TYPE: Road
TOTAL COST: $ 447,910

DISTRICT NUMBER: #2
COUNTY: Hamilton

PROJECT LOCATION ZIP CODE: 45236

This section to be completed by District Committee ONLY:

DISTRICT FUNDING RECOMMENDATION

AMOUNT OF REQUEST: $ 297,000.00

FUNDING SOURCE (Check Only One):

____	State Issue 2 District Allocation
____	State Issue 2 Small Government Funds
____	State Issue 2 Emergency Funds
X	Local Transportation Improvement Program

This section to be completed by OPWC ONLY:

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: $_____

1.0 APPLICANT INFORMATION

1.1	CONTACT PERSON	David A.O'Leary
	TITLE	Safety-Service Director
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park, Ohio 45236
	PHONE	(513) 791 - 1081
	FAX	( ) -
1.2	CHIEF EXECUTIVE OFFICER	Francis R.Healy
	TITLE	Mayor
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park, Ohio 45236
	PHONE	(513) 791 - 1081
	FAX	( ) -
1.3	CHIEF FINANCIAL OFFICER	John C.Applegate
	TITLE	Auditor
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park, Ohio 45236
	PHONE	(513) 791 - 1081
	FAX	( ) -
1.4	PROJECT MGR	David A.O'Leary
	TITLE	Safety-Service Director
	STREET	4250 Matson Avenue
	CITY/ZIP	Deer Park, Ohio 45236
	PHONE	(513) 791 - 1081
	FAX	( ) -
1.5	DISTRICT LIAISON	William Brayshaw
	TITLE	Deputy County Engineer
	STREET	700 County Administration Building 138 East Court Street
	CITY/ZIP	Cincinnati, Ohio 45202
	PHONE	(513) 632 - 8523
	FAX	( ) -

2.0 PROJECT SCHEDULE

		ESTIMATED START DATE	ESTIMATED COMPLETE DATE	AFTER APPROVAL
2.1	ENGR. DESIGN	____/____/____	____/____/____	----- two months
2.2	BID PROCESS	____/____/____	____/____/____	----- one month
2.3	CONSTRUCTION	____/____/____	____/____/____	-----four months

3.0 PROJECT INFORMATION

3.1 **PROJECT NAME:** Reconstruction of Hegner Avenue

3.2 **BRIEF PROJECT DESCRIPTION**

A. **SPECIFIC LOCATION:** Hegner Avenue from Blue Ash Road east to Deer Park's Corporation Line (See attached map.)

B. **PROJECT COMPONENTS:** Resurface with 3" of asphalt; widen roadway from 20 feet to 28 feet; construct new curb; install underdrains; reconstruct sidewalk; grade and drain

C. **PHYSICAL DIMENSIONS/CHARACTERISTICS:**

Road = 2 lanes, 28 feet wide and 2125 feet in length

D. **DESIGN SERVICE CAPACITY:**

Refer to attached supplemental sheet.

3.3 **REQUIRED SUPPORTING DOCUMENTATION**

Attach Pages. Attached are photographs, map, and average daily traffic count.

4.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	$ 0
	2. Final Design	$ 26,000
	3. Construction Supervision	$ 8,000
b)	Acquisition Expenses	
	1. Land	$ n/a
	2. Right-of-Way	$ n/a
c)	Construction Costs	$ 377,910.00
d)	Equipment Costs	$ n/a
e)	Other Direct Expenses	$ n/a
f)	Contingencies	$ 36,000.00
g)	**TOTAL ESTIMATED COSTS**	$ 447,910.00

4.2 TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT

$ 356,410.00

4.3 TOTAL PORTION OF PROJECT NEW/EXPANSION

$ 91,500.00

4.4 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

		Dollars	%
a)	Local In-Kind Contributions	$	
b)	Local Public Revenues	$ 150,910	34
c)	Local Private Revenues	$	
d)	Other Public Revenues		
	1. State of Ohio	$	
	2. Federal Programs	$	
e)	OPWC Funds	$ 297,000	66
f)	**TOTAL FINANCIAL RESOURCES**	$ 447,910	100

4.5 STATUS OF FUNDS

Attach Documentation.

4.6 PREPAID ITEMS

N/A

Attach Page.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies: that he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code; that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, equal employment opportunity, Buy Ohio, and prevailing wages.

David A.O'Leary Safety-Service Director

Certifying Representative (Type Name and Title)

David A. O'Leary 10-31-89

Signature/Date Signed

Applicant shall circle the appropriate response to the statements.
In my project application, I have included the following:

(YES)	NO	Two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code.
(YES)	NO	A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code.
(YES)	NO	A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code.
(YES)	NO	Two (2) copies of a 5-year Capital Improvements Report have been submitted to my District Integrating Committee as required in 164-1-31 of the Ohio Administrative Code.
(YES)	NO	A "status of funds" report per section 4.5 of this application.
YES	NO (N/A)	A copy of the cooperative agreement (for projects involving more than one subdivision).
YES	NO (N/A)	Copies of all warrants for those items identified as "pre-paid" in section 4.6 of this application.

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson, Dist. 2 Integrating Committee

Certifying Representative (Type Name and Title)

Donald C. Schramm / 1/24/90

Signature/Date Signed

City of Deer Park

TWO YEAR MAINTENANCE OF LOCAL EFFORT

1987 Capital Improvements

	TOTAL COST	FUNDING
1987 Street Repair and Resurfacing -	$129,820	$129,820-Local

A) Matson Avenue
B) Orchard Lane
C) Delaware Avenue
D) Virginia Avenue
E) Maryland Avenue
F) Hoffman Avenue
G) Summit Avenue
H) May Street

I. Partial pavement repair on all streets
II. Resurfacing of all streets

1987 Plainfield Road Resurfacing	33,000	33,000-Local

I. Partial curb replacement
II. Resurfacing

GRAND TOTAL: $162,820.00

TWO YEAR MAINTENANCE OF LOCAL EFFORT

City of Deer Park

1988 Capital Improvements

	TOTAL COST	FUNDING
1988 Deer Park Avenue Resurfacing A) Partial Pavement Repair B) Resurfacing C) New Sidewalks	$95,020.00	$65,000-Hamilton County Community Development Grant $30,000-LOCAL
1988 Street Repair & Resurfacing: Partail Pavement Repair and Resurfacing of Following Streets: A) O'Leary Avenue B) Superior Avenue	$47,070.00	$47,070-LOCAL

GRAND TOTAL $142,090.00

ALL PROJECTS IN 1987 and 1988 HAVE BEEN COMPLETED AND EXPENDED.

Useful Life Requirement

Useful life for asphalt pavement is between seven and fifteen years. After this time it needs to be resurfaced. However, Hegner Avenue involves more than a simple surface application. The 3" asphalt overlay, pavement widening and drainage are designed to restore the pavement's structure, increase its strength and allow it to carry today's traffic volume and load. In effect, the useful life of this street will be extended for 50 years; equal to its existing age. The future will require only minimum maintenance. The only alternate is to reconstruct the entire pavement at a cost two and a half times greater than the proposed rehabilitation project.

John E. Sheehan
Registered Professional Engineer
Ohio 29687

8903-DG03

Construction Cost Estimate
Hegner Avenue
Deer Park, Ohio

Scope of Work:

Widen existing pavement from 20 feet to 28 feet; resurface with 3" asphalt concrete; construct curb; install underdrains; grade and drain; reconstruct sidewalk.

Description	Unit Cost	Unit	Quantity	Replacement
Excavation	$5	C.Y.	750	$3,750.00
Embankment	6	C.Y.	900	5,400.00
Walk Removed	1	S.F.	17,000	17,000.00
4"Concrete Walk	3.60	S.F.	17,000	61,200.00
Curb Ramp	60	Ea.	6	360.00
Seeding and Mulching	.33	S.Y.	6,000	2,000.00
Fertilizer	300	Ton	1	300.00
Catch Basin	1400	Ea.	4	5,600.00
12"Conduit	40	L.F.	60	2,400.00
Bit. Aggregate Base	42	C.Y.	1000	42,000.00
Asphalt Concrete	80	C.Y.	700	56,000.00
Drives	68	Ea.	150	10,200.00
Adjust Manholes	500	Ea.	6	3,000.00
Adjust Catch Basins	480	Ea.	25	12,000.00
Underdrains	8	L.F.	4,250	34,000.00
Type 6 Curb	10	L.F.	4,250	
Watermain	128	L.F.	250	32,000.00
Contingencies				28,000.00
Maintenance, Traffic				4,000.00
Performance Bond				5,000.00
Construction Layout Stake				5,200.00
				$329,410.00

John E. Sheehan
Registered Professional Engineer

Construction Cost Estimate
Hegner Avenue
Deer Park, Ohio

Scope of Work:

Widen existing pavement from 20 feet to 28 feet; resurface with 3" asphalt concrete; construct curb; install underdrains; grade and drain; reconstruct sidewalk.

Description	Unit cost	Unit	Quanity	Betterment
Catch Basin	1400	Ea.	18	$25,200.00
12" Conduit	40	L.F.	220	8,800.00
Type 6 curb	10	L.F.	4,250	42,500.00
Contingencies				8,000.00
				$84,500.00

John E. Sheehan
Registered Professional Engineer

Office Of The Auditor 513-791-8064

City of Deer Park

BEECH AND MATSON AVENUES
HAMILTON COUNTY, DEER PARK, OHIO 45236

October 27, 1989

The Ohio Public Works Commission
77 South High Street, Room 1629
Columbus, Ohio 43266-0303

RE: Application for Financial Assistance

To Whom It May Concern:

This is to certify that funding for this project is available 100% through local public revenues in our general fund in the amount of $150,910.

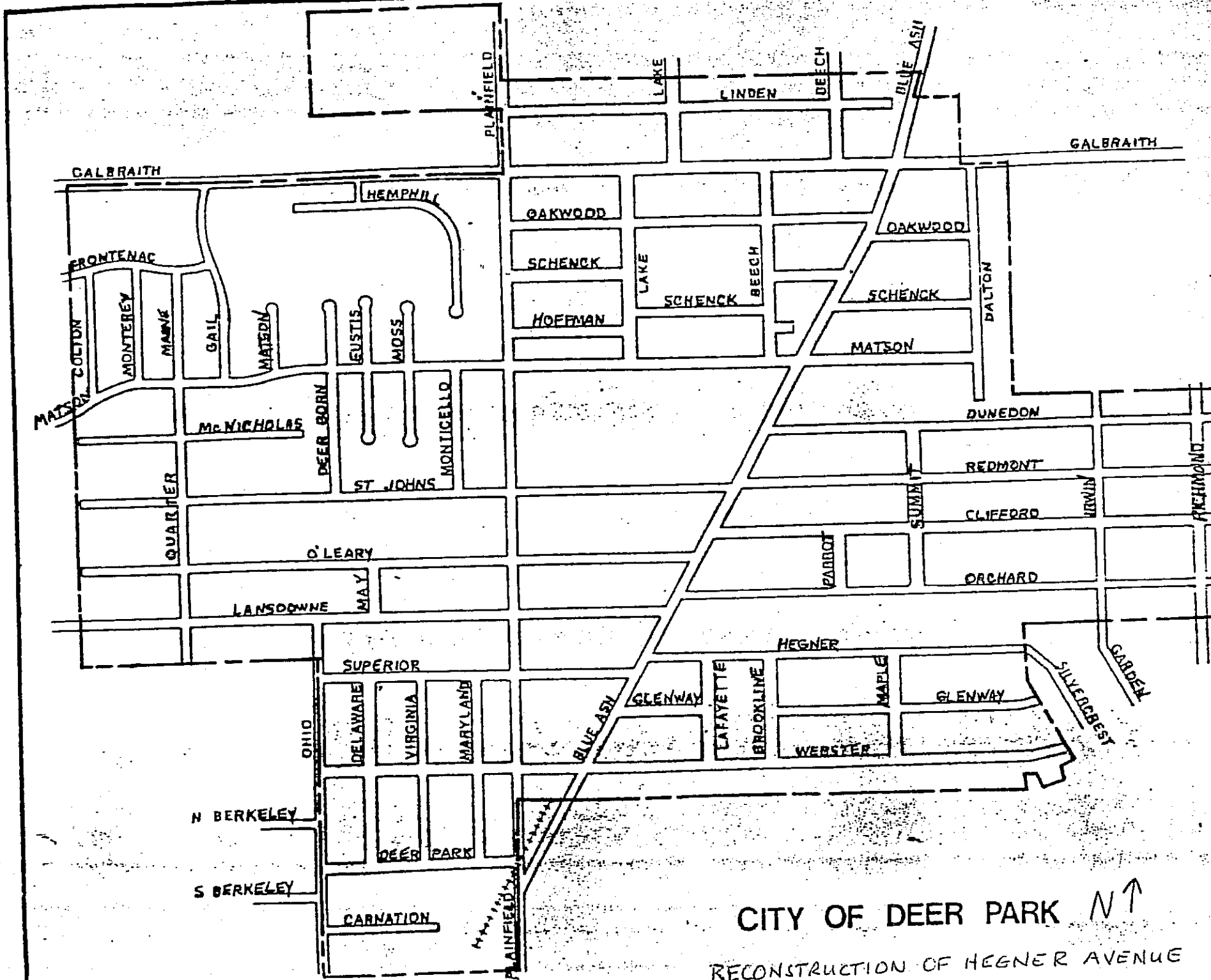
These monies are generated primarily by our local income and general property taxes, and are currently available in our investment account with the State Treasury Asset Reserve of Ohio.

Sincerely,

John C. Applegate
City Auditor

JCA/jll-k

4.5 STATUS OF FUNDS



CITY OF DEER PARK

RECONSTRUCTION OF HEGNER AVENUE

Picture taken of right-of-way
area in 4300 block of Hegner Ave.

Picture taken of sidewalk
area in 4200 block of Hegner Ave.

Picture taken from Blue Ash Road
looking east on Hegner Avenue.

Picture taken from Blue Ash Road
looking east on Hegner Avenue.

Picture taken from corporation line looking west on Hegner Avenue.

Picture taken from 4300 block looking east on Hegner Avenue.

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2, HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: City of Deer Park Population (1980): 6645

Project Title: Reconstruction of Hegner Avenue

Project Identification and Location: From Blue Ash Road East to Deer Park Corporation line. (Silvercrest Drive in Sycamore Township.)

Type of Project: Rehabilitation [XX] Replace [ ] Betterment* [X]

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project*: Installation of new type 6 curb; 12" conduit and catch basins for proper drainage.

Road [X] Bridge [ ] Flood Control System (Stormwater) [ ]

Solid Waste Disposal Facilities [ ] Waste Water Treatment Systems [ ]

Storm Water and Sanitary Collection Storage & Treatment Facilities [ ]

Water Supply Systems [ ]

Detailed Description of Project**: Widen existing pavement from 20 feet to 28 feet; resurface with 3" of asphalt concrete; construct new curb; install underdrains; reconstruct sidewalk; grade and drain.

Type of Issue 2 Funds: District 2 [X] Small Government [ ]

Water/Sewer Rotary [ ] Emergency [ ]

* See definition of Betterment attached.

** Attach additional sheets if necessary.

Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being poor to very poor in condition, adequacy and/or serviceability.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are poor to very poor}}{\text{Total mileage of road within jurisdiction}}$

Storm percentage= $\frac{\text{Length of storm sewers that are poor to very poor}}{\text{Total length of storm sewer within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are poor to very poor}}{\text{Number of bridges within jurisdiction}}$

Road Percentage

15.3% = $\frac{\text{13,700 Lineal Ft. (roads that are poor to very poor)}}{\text{89,730 Lineal Ft. (Roads within jurisdiction)}}$

What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Closed	____	Fair to poor	____
Extremely poor	X	Fair	____
Poor	____	Good	____

■ Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge), surface type and width, structural condition of surface, substandard: berm width, grades, curves, sight distances, drainage structures, sanitary sewers, and water mains. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older

* See attached supplemental sheets

If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur? Three Months

■ Please indicate the current status of the project development by circling the appropriate answers below.

a) Has the Consultant been selected?..... (Yes) No N/A

b) Preliminary development or engineering completed? (Yes) No N/A

c) Detailed construction plans completed?..... Yes (*) (No) N/A

d) All right-of-way acquired?..... Yes No (N/A)

e) Utility coordination completed?..... Yes (*) (No) N/A

* - Will be coordinated at the same time

Give estimate of time, in weeks or months, to complete any item above not yet completed.

Detailed construction plans and utility coordination will be two months

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area.

■ Where applicable, comment on the following:

a) Overall safety, including accident reduction (Accident records should be attached, if available).

* Refer to supplemental sheets

b) Emergency vehicle response time (fire, police, & medical)

* Refer to supplemental sheets

c) Other factors (i.e., fire protection, health hazards, etc.)

* Refer to supplemental sheets

d) Additional User Costs - The additional distance and time for the users to travel a detour or an alternate route

* Refer to supplemental sheets

e) When project is completed, how will it impact adjacent businesses?

* Refer to supplemental sheets

To what extent of anticipated construction cost?

■ List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 6.

■ The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT, on Page 6.

6. Has any formal action by a federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

■ Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban.

No bans on Hegner Avenue. Garden Avenue (only one block northeast of Silvercrest Drive) provides direct access from Montgomery Road to several streets in Deer Park, but through traffic is prohibited.

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users.

■ For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

Total households on Hegner Avenue = 88; Total population = 157; Traffic count 1709 x 1.2 = 2050 daily users

Improvements and their condition. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:

a) An inventory of existing capital improvements, including their condition,

b) A plan that details capital improvements needs during the next five years and,

c) A list of the political subdivision's priorities in addressing these needs.

The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Number of jurisdictions served, size of service area, trip lengths or lengths of route, functional classification) _____

* Refer to supplemental sheets

5.) ESTIMATED COST OF PROJECT

ACTIVITY	ISSUE 2 FUNDS	LOCAL FUNDS
Planning, Design, Engineering	(100% Local)	$ 26,000
Right-Of-Way/Real Property	(100% Local)	$ n/a
Inspection of Construction	(100% Local)	$ 8,000
Construction and Contingencies	$ 297,000	$ 32,410
Betterment Portion	(100% Local)	$ 84,500
Subtotal	$ 297,000	$ 150,910 **

Grand Total (Issue 2 Funds Plus Local Funds)..... $ 447,910

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	$
State Fuel & License Funds	$
Local Road Taxes	$
Local Bond or Operating Funds	$
Misc. Funds (Specify) General Fund	$ 150,910
Total Local Funds	$ 150,910 **

** These numbers must be identical

LOCAL ABILITY TO PAY

A. Previous Capital Budget For Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle one)

	Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1986	$ 79,000	7 %	100 %
1987	$ 162,000	13 %	100 %
1988	$ 77,000	6 %	100 %
1989 (est.)	$ 95,000	8 %	100 %

B. Projected Capital Budget For Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle one)

	Funding (in thousands of dollars)	% of TOTAL expenditures/ appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1990	$ 150,000	11 %	100 %
1991	$ 80,000	7 %	100 %
1992	$ 85,000	7 %	100 %

*** Use only funds expended or appropriated for construction CONTRACTS.**

Briefly explain any significant Reduction (10% or more) in projected expenditures or appropriations for 1989-92 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.)

In 1989, the City of Deer Park received $30,000 from Hamilton County (Community Development Funds) to resurface two streets (Schenck & Oakwood Aves.) In 1990, $150,000 is appropriated for possible funding approval of 1990 Infrastructure Bond Program, therefore, appropriations in 1991-1992 are somewhat less.

Does the jurisdiction utilize any of the following methods for funding sources? (circle answer)

Local income tax.....	(Yes)	No
Permissive license plate fee.....	(Yes)	No
Bridge and road levies.....	Yes	(No)
Tax increment financing and/or..... capital improvement bond issues	(Yes)	No
Direct user fees.....	(Yes)	No
Permit fees and fines.....	(Yes)	No

13.) AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application any photographs, reports, plans or other available data on the project.

David A. O'Leary
Signature

David A.O'Leary
Name

4250 Matson Ave.Deer Park,OH 45236
Address

Safety-Service Director
Position

(513) 791-1081
Phone (Work)

City of Deer Park
Local Jurisdiction/Agency

PROJECT ELIGIBILITY

A) **ROADWAYS** - Reconstruction or rehabilitation of road pavements and appurtenant facilities, including, but not limited to, retaining walls, pavement under-drains, curbs, and stormwater inlets and connections. Streets submitted for Issue 2 funding must be fully repaired, and not simply given "cosmetic" overlays which constitute only a short-term solution. The Rehabilitation shall be designed for a 10-15 year minimum life and should include the following, where necessary:

1) Curb repair (if the road is curbed)
2) Full depth base repair
3) Partial depth base repair
4) Surface course removal by grinding, if existing pavement is spalled or oxidized.
5) Stormwater inlet and connection repair
6) Asphalt overlays of at least 1-1/2" thick in conjunction with items 1) through 5).

Appurtenant repairs that are eligible for Issue 2 funding includes retaining walls that support either the roadway or the hillside above the roadway. If voids are located under a road's concrete pavement, undersealing with grout would also be eligible.

B) **BRIDGES** - Reconstruction or rehabilitation of bridge superstructure, substructures, decks, and approach slabs, as defined below. Any Rehabilitation projects should be designed for a 15 year minimum design life. A bridge is defined as any structure, including supports, of 10 feet or more clear span or 10 feet or more in diameter on, above or below a highway. The span of all bridges shall be measured along the centerline of the highway or a culvert type of bridge 10 feet or more in span which conveys water or forms a passageway through an embankment and is designed to support superimposed loads of earth or other fill material plus a live load. Multiple cell culverts under a fill with a distance of 10 feet or more between extreme ends of openings, measured normal to the axis of the culvert, including multiple pipes where the clear distance between openings is less than half of the diameter of the smaller opening, shall be regarded as a bridge.

C) **STORMWATER FACILITIES** - Projects involving the replacement of public drainage structures, including storm sewers, headwalls, outfall structures, and other hydraulically associated appurtenances. While those projects not directly involved with the drainage of right-of-way will be considered for Issue 2 funding, facilities that drain highways and bridges or carry stormwater under highways will be given higher priority due to the usage factor.

D) **SANITARY FACILITIES** - Projects involving the conveyance, treatment, and discharge of sanitary sewage.

E) **SOLID WASTE DISPOSAL** - Publicly owned and funded facilities are eligible.

F) **WATER LINES AND SUPPLY FACILITIES** - Publicly owned and funded facilities are eligible.

BETTERMENTS

Generally, any project that is designed to be larger and better than a replacement for the existing facility will be considered a "Betterment" project. This would include any improvement project that substantially increases the design capacity of a facility. While Issue 2 funding will be considered for Betterment projects, financial participation will be limited to the extent of simply replacing the existing facility. Any portion of a project's cost exceeding replacement must be paid for using 100% local funds.

It should be noted that certain types of facilities may be rebuilt larger and better than the existing facility if the enlargement is necessary to meet current engineering standards, but does not substantially increase capacity. For example, if an existing roadway or bridge with substandard lane widths is to be rebuilt, the new facility should be constructed larger, with lanes to meet today's standard. If no additional lanes are to be added, this will not be considered a Betterment.

Similarly, if a stream culvert is to be replaced, it may have to be enlarged to accommodate larger flow caused by upstream development. As long as the facility is designed to meet current flood frequency requirements, this project would not be considered a Betterment.

PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM

CITY OF DEER PARK

Submitted to Ohio Public Works Commission as part of 1990 Infrastructure Bond Program Application

FUNDING YEAR	PROJECT NAME	PROJECT TYPE	CURRENT CONDITION	TOTAL PROJECT COST INCLUDING PLAN PREPARATION & INSPECTION	FUNDING
1990	Reconstruction of Hegner Avenue	Road	Very poor	$447,910	$297,000-ISSUE 2 $150,910-LOCAL
1991	Resurfacing of Irwin and Maple Avenues	Road	Very poor	$80,000	ALL LOCAL
1992	Resurfacing of Richmond Avenue	Road	Poor	$85,000	ALL LOCAL
1993	Resurfacing of Orchard Lane	Road	Poor	$100,000	ALL LOCAL
1994	Resurfacing of Parrot and Summit Avenues	Road	Poor	$100,000	ALL LOCAL

3.3

24 HOUR MECHANICAL COUNT

TRAFFIC COUNTS FOR CITY OF DEER PARK -- MAY 3 & 4, 1988 (Tuesday & Wednesday)

	Orchard Lane East of Richmond Ave				Irwin Avenue between Orchard & Clifford				Hegner Avenue East of Maple Drive			
6:15	9				8				7			
6:30	18				10				16			
6:45	16				8				12			
7	18	61			10	36			11	46		
7:15	13				15				17			
7:30	29				17				15			
7:45	39				22				30			
8	31	112			16	70			28	90		
8:15	41				22				26			
8:30	29				13				21			
8:45	34				16				29			
9	30	134			21	72			20	96		
9:15	31				11				19			
9:30	31				12				15			
9:45	28				13				15			
10	39	129			17	53			26	75		
10:15	33				12				21			
10:30	28				9				25			
10:45	35				10				14			
11	30	126			15	46			23	83		
11:15	49				15				19			
11:30	51		737.		11		697.		18		727.	
11:45	36				22				22			
12	27	163	6AM		12	60	6AM		19	78	6AM	
12:15	37		↑		17		↑		19		↑	
12:30	55		2013		22		895		15		1225	
12:45	57		↓		10		↓		25		↓	
1	50	199	6PM		15	64	6PM		27	86	6PM	
1:15	32				9				28			
1:30	44		F-137		18		F-145		18		F-139	
1:45	37				7				19			
2	39	152			14	48			27	92		
2:15	43				12				19			
2:30	56				23				19			
2:45	40				20				29			
3	59	198			20	75			22	89		
3:15	67				19				29			
3:30	56				27				27			
3:45	60				22				43			
4	69	252			36	104			37	136		
4:15	77				19				34			
4:30	52				31				30			
4:45	65				36				42			
5	54	248			42	128			58	164		
5:15	63				38				54			
5:30	68				42				52			
5:45	51				31				47			
6	57	239			28	139			37	190		
6:15	68				32				39			
6:30	62				29				34			
6:45	43				27				30			
7	34	207			24	112			28	131		
7:15	33				20				25			
7:30	29				15				24			
7:45	52				24				16			
8	46	160			19	78			28	93		
8:15	41				18				20			
8:30	40				23				21			
8:45	35				19				30			
9	36	151			15	75			24	95		
9:15	38				14				25			
9:30	29				16				22			
9:45	23				13				12			
10	15	105			13	56			11	70		
11		60				36				24		
12		32				15				30		
1		6				13				9		
2		6				6				6		
3		3				3				5		
4		2				2				8		
5		4				5				6		
6		13				8				7		
TOTAL		2,762				1,303				1,709		

SUPPLEMENTAL SHEETS

CITY OF DEER PARK

(Attached to Infrastructure Bond Program project application - 1990.)

(Corresponding to application number)

2. There are no problems with the alignment, grade or sight distance. Hegner Avenue has only minor deflections in its line and follows a relatively flat profile. Although the posted speed is 25 m.p.h., a higher design criteria could be met.

The existing 20 foot wide pavement is in poor condition. Raveling along the edge has necessitated a wedge course for almost the entire length of the project. Numerous cracks, alligatoring and bumps produce a harsh ride. Cross slope is either too steep or too flat, so pavement drainage is uncertain. This leads to standing water and accelerates deterioration.

4(A) The major safety deficiency is pavement width, which should be widened to provide two 12 foot wide lanes.

An existing 8 foot shoulder provides adequate width, but the grass or gravel surface does not provide sufficient strength. As a result, there is an excessively deep (3" to 4") depression at the pavement edge and many potholes and ruts throughout the shoulder. In addition, residents have attempted to control parking on the shoulder by setting concrete blocks in front of their property. All of these factors create an unsafe condition and potential for accidents.

Furthermore, the shoulder functions as a ditch to carry stormwater to catch basins. The shoulder's uneven condition prevents the water from flowing and shortens pavement life, because the ditch no longer functions. The sidewalk, which is lower than the pavement and adjacent property, is forced to act as a ditch. This results in an unsafe or inconvenient condition for the pedestrian, particularly in the winter with the formation of ice.

Increased lane width will provide more room for passing vehicles and reduce the potential for an accident to occur. Restoration of the drainage will also increase the potential safety by removing standing water or ice. Reconstruction of the sidewalk will make it safer for the pedestrian. In addition to puddles of water, the uneven

concrete is a hazard to the pedestrian. Curb, regrading, and connection to the storm sewer will benefit the entire area, and increase pavement life.

4(B) & 4(C) Hegner Avenue has always been available to emergency vehicles. An improved road would result in minimal improvement in response time. It will result in a significant improvement to the safety and comfort of the emergency vehicle's occupants, injured or otherwise.

4(D) There are no alternate (collector routes) available. The only alternate is to use the arterial routes; Blue Ash, Plainfield, Galbraith, and Montgomery Roads. All of these can handle the traffic, except during peak hour, but the route is much longer (2 miles) and traffic volumes are much greater. Additional delay on the arterials is caused by traffic signals.

Travel time would increase 2 1/2 to 3 minutes and would be an additional 1 1/2 miles.

4(E) The proposed project will have a positive impact on businesses within and outside of Deer Park by encouraging vehicular transit between the City and Sycamore Township. Hegner Avenue acts as a cut-through street for residents of Deer Park, Sycamore Township, and surrounding communities. Residents use Hegner to travel to businesses in the area of the Kenwood Mall and Kenwood Towne Center as well as business on Blue Ash Road in Deer Park.

9. Hegner Avenue provides a convenient direct access from an arterial route (Blue Ash Road) in Deer Park to an arterial route (Montgomery Road) in Sycamore Township with an extensive variety of commercial development. Without this street's service, a detour of at least two miles is required. Garden Avenue (only one short block northeast of Silvercrest Drive) provides direct access from Montgomery Road to several streets in Deer Park, but through traffic is prohibited.

SUPPLEMENTAL SHEET

City of Deer Park
Ohio Public Works Commission
Application for Financial
Assistance as part of 1990
Infrastructure Bond Program

3.2(D) DESIGN SERVICE CAPACITIES

Hegner Avenue was designed as a subdivision street to service single family homes along it. Average daily traffic was less than 500. Development within the City and outside in Sycamore Township increased the ADT by a factor of four. Structurally, the pavement can not carry the increased traffic volumes. The asphalt surface deflects creating an uneven harsh ride, and the pavement edge ravels creating an unsafe depression. Functionally, the pavement width is not adequate to meet current 12 foot Federal Highway Administration criteria. Raveling reduces the width below the designed 10 feet.

The proposed project will allow the street to handle current and future traffic volumes structurally and functionally. Increased strength and width can be obtained much more economically than a complete replacement and much less disruption to the neighborhood.

The difference between replacement and expansion cost is difficult on a street project, because the original uncurbed design with minimum storm sewer is no longer an acceptable design criteria. However, the City is willing to accept some of the costs as an expansion.

Picture taken of right-of-way
area in 4300 block of Hegner Ave.

Picture taken of sidewalk
area in 4200 block of Hegner Ave.

Picture taken from Blue Ash Road
looking east on Hegner Avenue.

Picture taken from Blue Ash Road
looking east on Hegner Avenue.

CITY OF DEER PARK

Picture taken from corporation line looking west on Hegner Avenue.

Picture taken from 4300 block looking east on Hegner Avenue.

APPLYING JURISDICTION/AGENCIES:

NOTE THAT THIS FORM IS BEING OFFERED FOR INFORMATION PURPOSES ONLY. IT WILL BE FILLED OUT BY THE SUPPORT STAFF, BASED ON INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY

1990 PROJECT SELECTION CRITERIA

JURISDICTION/AGENCY: CITY OF DEER PARK

PROJECT IDENTIFICATION:

DPK-9001-2AC

HEGNER AVE. REHABILITATION AND EXPANSION

PROPOSED FUNDING: ISSUE II - 297,000 = 66%
LOCAL - 150,910 = 34%

ELIGIBLE CATEGORY:

POINTS

10 1. Type of Project

10 points - Bridge, road, storm water.
3 points - All other type projects.

10 2. If Issue 2 Funds are awarded, how soon after the agreement with OPWC is completed would bids occur?

10 points - Will be let in 1990
5 points - Likely to be let in 1990
0 points - Not likely to be let in 1990

8

3. What is the condition and/or serviceability of the infrastructure to be replaced or repaired. For bridges, base condition on latest general appraisal and condition rating.

10 points - Closed
8 points - Extremely Poor
6 points - Poor
4 points - Fair to Poor
2 points - Fair
0 points - Good

2

4. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor to very poor in condition, and/or inadequate in service.

10 points - 50% and over
8 points - 40% and over
6 points - 30% and over
4 points - 20% and over
2 points - 10% and over

6

5. How important is the project to the health, welfare and safety of the public and the citizens of the district and/or the service area?

10 points - Significant importance
8 points -
6 points - Moderate importance
4 points -
2 points - Minimal importance

10

6. What is the overall economic health of the jurisdiction?

10 ~~20~~ points - Poor
8 ~~16~~ points -
6 ~~12~~ points - Fair
4 ~~8~~ points -
2 ~~4~~ points - Excellent

6

7. Are matching funds for this project available? (i.e., Federal, State, MRF, Local, etc.). To what extent of estimated construction cost?

10 points - More than 50%
8 points - 40-50% and over
6 points - 30-49% and over
4 points - 20-29% and over
2 points - 10-19% and over

0

8. Has any formal action by a Federal, State or local governmental agency resulted in a partial or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - Complete ban
5 points - Partial ban
0 points - No action

1

9. What is the total number of existing users that will benefit as a result of the proposed project. Use appropriate criteria such as households, traffic count, public transit, daily users, etc. and equate to an equal measurement of persons.

5 points - Over 10,000
4 points - Over 7,500 to 9,999
3 points - Over 5,000 to 7,499
2 points - Over 2,500 to 4,999
1 points - Under 2,449

1.

10. Does the infrastructure have regional impact? (May consider size of service area, trip length or total length of route, number of jurisdictions, functional classification, etc.)

5 points - Major impact
4 points -
3 points - Moderate impact
2 points -
1 points - Minimal impact

54 **TOTAL POINTS**

Douglas L. Aldridge — Reviewer Names

11-21-89 — Date